

CONFIDENTIAL
MANAGEMENT-IN-CONFIDENCE

Ballast adjustments may be required to remove some of the stern trim. No weight removal should be necessary. Exact requirements will need detailed hydrostatic calculations but preliminary indications are that the requirement will be small.

Considering accident conditions, it is proposed to retain the ballast tanks in their normal sea-going configuration (eg no commoning-up), with temporary covers on the flood grilles which can be removed by divers. The normal GRP covers used for dry-dock work are unlikely to be satisfactory; a special design would have to be developed. The two-adjacent tank accident criteria will not be a problem from the reserve buoyancy aspect, but could give unacceptable he^el or trim for ^towing. Again, this can only be established by hydrostatic calculations, but the only probable consequence is a larger ballast change. Buoyancy bags in the MBTs are not envisaged as being required.

SECURITY

Security would depend entirely upon the integrity of the pressure hull and upon the location of the storage site. The hull could not be breached at this depth without the use of oxy-arc torches, which would involve an extensive surface support facility. No internal precautions should therefore be necessary in removing sensitive equipment. To increase the security of the RC and Machinery Spaces it is proposed to weld up the aft escape tower hatch and the forward tunnel door. However, if additional assurance was requⁱred, then the package of work proposed for sea disposal could be applied.